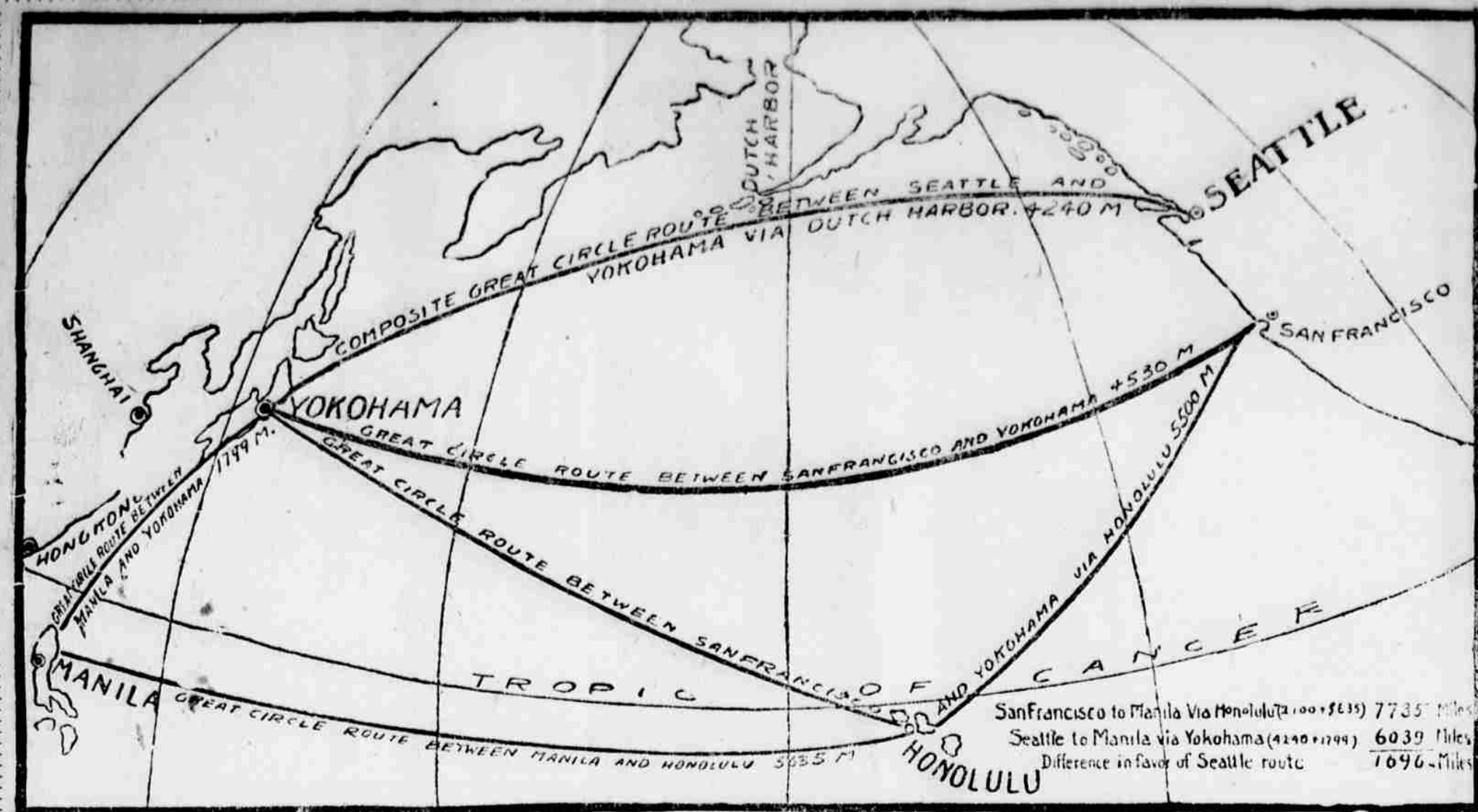


SHORTEST ROUTE TO THE PHILIPPINES IS VIA SEATTLE



HOW Seattle is moving heaven and earth to get the trade between the coast and the Philippines away from the San Francisco-Honolulu route appears in the following article and map taken from the Post-Intelligencer.

The accompanying drawing, the figures on which have been taken from the pilot chart of the North Pacific, just issued by the navy department, shows the three routes from the United States to the Orient, that from Seattle being the shortest by a wide margin. The distances are: Seattle to Yokohama, via Dutch Harbor, 4240; San Francisco to Yokohama, by the great circle route, 4530; and San Francisco to Yokohama, via Honolulu, 5500 miles. From these figures the advantage possessed by Seattle as a shipping port on the Pacific Coast for the Oriental trade is evident. By Dutch Harbor she is 296 miles nearer the Oriental markets than San Francisco is by the great circle, while the route from San Francisco by Honolulu is 1260 miles greater than that from this city.

Seattle is also nearer Manila, via Yokohama. From Yokohama to Manila it is 1799 miles, making the total distance from San Francisco 6359 and from Seattle 6039, a difference of more than 300 miles in favor of this city. The southern route by Honolulu is still longer, the distance from that place to Manila being 5635 miles.

The formation of the globe is responsible for Seattle's advantage in respect to distances. The route by Dutch

Harbor lies on a composite great circle. The traffic from this city to the Orient has one important factor in its favor. Ships are able to call in at Dutch Harbor and take on a fresh supply of coal for the long voyage. The route from the California metropolis by the great circle lacks this factor. Vessels by this route are compelled to travel 4536 miles without any stopping place. The ocean highway by Honolulu is so long that the fact of there being a coaling station there has not so much influence on the trend of Oriental commerce. The Seattle Chamber of Commerce recently took up the question of the improvement of Dutch Harbor by the government for the accommodation of the trade and the transport service to the Philippine islands.

The map issued by the hydrographic office of the navy department January 16, besides showing the three main highways to the Orient, contains much valuable information of a general nature for mariners.

In discussing the question of the different routes for Oriental commerce, the St. Paul Globe of January 22, in an editorial, sums up the situation as follows:

In the three-cornered contest between the Northwest, the Southwest and the Atlantic coast for the trade of the Orient, geography favors the Northwest, and the ultimate outcome as to whether or not the Northwest shall secure to itself the trade and the transportation channels which by the law of time and distance belongs to it depends entirely upon whether the men

and the interests that are laboring to make the Northwest the trade channel to the Orient shall be permitted and shall have the ability to carry out adequate transportation plans.

Few people realize, even here in the Northwest, the vast superiority of Puget Sound, the northwestern shipping port, as the short cut to the markets of the Orient. The maps we have studied in the old school geographies have deceived us. Most of us have the impression, for example, that San Francisco and Los Angeles are directly across the Pacific from Shanghai, Hongkong and the Philippines, and therefore are as near the markets of Asia as Puget Sound is. That is because our education has been had from studying the old-fashioned map instead of a correctly made globe. Examination of the globe shows that the continents of North America and Asia, instead of standing as the almost parallel east and west shores of the Pacific ocean, are arranged on the northern hemisphere in such a way that their northern shores practically encircle the Arctic ocean, while their Pacific shore lines spread apart at an angle of very nearly 150 degrees.

As a matter of geographical fact, an arc of the great circle passing through the Mississippi Valley and Lake Superior to the north pole and thence down on the other side of the globe to the equator, passes through Central Asia, touching the equator at about Calcutta; while the short and direct route from our Pacific ports to Japan and China, instead of due west, via the Hawaiian Islands, is northwest, via the Aleutian Isles. This is true, not only for Puget Sound vessels, but for San Francisco, Los Angeles and Panama

steamships. It is this geographical situation which makes Puget Sound the nearest possible point in the United States to all points in Asia.

Ocean distances given by recent government charts point the significance of the above geographical facts. The charts show that the Puget Sound route via the Aleutian Isles is 1300 miles shorter to Yokohama and Shanghai, and 1230 miles shorter even to Hongkong and Southern China than the San Francisco route via Honolulu. For a fifteen knot vessel the extra 1300 miles mean nearly three and one-half days added to the voyage, or a week extra for the round trip. From the standpoint, not only of prompt shipment, but of earning power and cost of operation, it is perfectly clear that the steamship line with the 1300-mile shorter haul has a "cinch" on the situation.

Even San Francisco and Los Angeles save over 400 miles by going via Puget Sound and the Aleutian Isles, as compared with the Honolulu route; and 400 miles are more than a day's voyage for a sixteen knot vessel. This advantage of a day's voyage, or of two days on the round trip, will always stand in favor of Puget Sound, the shipping port of the Northwest, as compared with San Francisco, the most northerly port of the Southwest. In all that enters into the cost of transportation—wages, fuel, interest, insurance and cost of maintenance—as well as in earning power and promptness of service, the Northwest will always be at least twenty-four hours ahead of every shipment, and two days in the lead for the round trip voyage, and this means that the Northwest is in command of the Pacific transportation situation, provided its shipping and

railroad resources are equal to the occasion.

From Puget Sound to Yokohama via the Northwest route is only 4240 miles, while the journey from New York via the Suez Canal, more than half encircles the globe for a distance of 13,190 miles, and via Cape Horn and Honolulu the trip covers 16,900 miles. An average twelve-knot vessel thus requires about two weeks to go from Puget Sound to Japan, as compared with over six weeks from New York via the Suez Canal, and nearly eight weeks from New York via Cape Horn and Honolulu. When twenty-knot freight vessels are employed, Puget Sound shippers will be able to get in three voyages while the New York shipper makes one via the Suez Canal, and four voyages to one made by the New York shipper via Cape Horn.

If the Panama Canal is constructed, the New York shipper has 1,981 miles to make in order to reach Panama, 4,655 more to Honolulu, and a total of 10,046 to Yokohama, or of 11,607 to Hongkong; as compared with 4,240 and 5,830 respectively from Puget Sound to the same Asiatic ports. Aided even by the construction of the Panama canal, therefore, New York will require as long time and as great ocean transportation cost to reach the markets of Asia for the single trip as the Northwest via Puget Sound will require for the round trip.

If there is any reason why the Northwest, therefore, will not be in a position during the present century to command the Pacific trade, the fault will not lie with mother earth, for she has arranged time, distance and geography all in our favor, and given us the great commercial opportunity of the century, if we are able to grasp it.

Five Island schooners made port since Tuesday. All experienced bad weather and were a long time out.

There had been no complaints because of it, and it would cost at least \$100 to remove it. He asked that at least the time be extended in which to make the change, and closed with the plaintive appeal that he had a wife and four children dependent upon him for support, and if deprived of the swine he would be unable to get an income. Mr. Tracy reported that the pig pen was in comparatively good sanitary condition, but that the district was building up and it was necessary to keep pigs out of that locality, and all must be treated alike. Action was postponed and the matter referred to Drs. Moore and Sloggett for investigation.

OTHER MATTERS.

Payment of the bill of Dr. Weddick for making two post mortem examinations at Spreckelsville was refused, the board holding that as he was a government physician drawing a salary of \$100 per month, he was not entitled to extra compensation.

A letter was read from Mrs. McConkey stating that her husband, government physician, was ill, but would recover within a few weeks. During his absence Dr. Dinegar, also a government physician, was doing his work, and this arrangement was approved.

The sanitary officer at Hilo reported having had 501 inspections during the month of January.

The report of Maunaloa Hospital showed forty-four patients to have been treated during the month of January. There were four deaths. The receipts for the month were \$127, balance from December, \$120.45, and expenditures for January, \$463.20, leaving a balance on hand of \$4.25.

E. A. Mott-Smith reported that the contract made with the Wai'alua was abrogated by the wrecking of the vessel on the same day that the deal had been made, and Mr. Ferreira had reported that the contract would have to be cancelled as he had no other boat. A temporary arrangement with Young Bros. for the carrying of palai was made by Mr. Mott-Smith and his action was approved by the board.

The Carnegie University.

NEW YORK, Feb. 1.—A special to the Times from Baltimore says: Dr. D. O. Gilman, president of the new Carnegie Institute, in speaking of the great work before the organization, said:

"Before many days there will be addressed to the heads of universities, colleges and technical schools in different parts of the country and to men of ability not connected with universities—astronomers, chemists, physicians, electricians, engineers and investigators of social problems. When their answers are received they will be collated and considered. Two other lines of inquiry will be instituted, one in order to ascertain the extent to which provision has already been made in this country for research and the other to ascertain what are the methods employed in foreign countries."

THE PIG PROBLEM.

A letter was read from Dr. A. Jap, making a protest against the order of City Sanitary Officer Tracy, compelling him to remove his pig pens from his present location in Pauoa. He stated that his place was sanitary, and that

there had been no complaints because of it, and it would cost at least \$100 to remove it. He asked that at least the time be extended in which to make the change, and closed with the plaintive appeal that he had a wife and four children dependent upon him for support, and if deprived of the swine he would be unable to get an income. Mr. Tracy reported that the pig pen was in comparatively good sanitary condition, but that the district was building up and it was necessary to keep pigs out of that locality, and all must be treated alike. Action was postponed and the matter referred to Drs. Moore and Sloggett for investigation.

OTHER MATTERS.

Payment of the bill of Dr. Weddick for making two post mortem examinations at Spreckelsville was refused, the board holding that as he was a government physician drawing a salary of \$100 per month, he was not entitled to extra compensation.

A letter was read from Mrs. McConkey stating that her husband, government physician, was ill, but would recover within a few weeks. During his absence Dr. Dinegar, also a government physician, was doing his work, and this arrangement was approved.

The sanitary officer at Hilo reported having had 501 inspections during the month of January.

The report of Maunaloa Hospital showed forty-four patients to have been treated during the month of January. There were four deaths. The receipts for the month were \$127, balance from December, \$120.45, and expenditures for January, \$463.20, leaving a balance on hand of \$4.25.

E. A. Mott-Smith reported that the contract made with the Wai'alua was abrogated by the wrecking of the vessel on the same day that the deal had been made, and Mr. Ferreira had reported that the contract would have to be cancelled as he had no other boat. A temporary arrangement with Young Bros. for the carrying of palai was made by Mr. Mott-Smith and his action was approved by the board.

WED AMID BLOSSOMS

Catherine Paty and Chas. Weight Married.

(From Thursday's Daily.)

Miss Catherine Makee Paty and Mr. Charles S. Weight were married last evening about 9 o'clock at the residence of Mrs. Julia Paty, Bates street, Nuuanu valley, and close to midnight they were driven to Wai'alua, where they will enjoy their honeymoon in the seaside cottage of Hon. E. A. Mott-Smith.

The wedding was a pretty floral festivity in which the rarest of island blossoms in red and white, and the greenest ferns and delicate vines were used for the decoration of the valley home. Throughout the residence the artistic handiwork of the friends of the bride and groom was in evidence, the spacious drawing room, reception hall and dining room being tastefully decorated, the prettiest effects being carried out in the parlor. In one corner a graceful triangular canopy was reared, the upper portion composed of drapings of white tarlatan over which sprays of the delicate jasmine vine were scattered, intermingling with shimmering satin ribbons; the pillars were wound with white asters and ferns, and in the background was a dense mass of ferns. From the central chandelier, which was also wound about with tarlatan and jasmine, four festoons of vines were carried, two of them looping over the canopy pillars. Suspended from the center of the canopy was a large and beautiful wedding bell of white marguerites. Vases filled with roses, potted ferns and vines completed the decorations of the wedding room. The dining room was brilliant with its decorations of rich red poinsettia blossoms and red lilies; in the reception hall were banks of lilies.

Shortly before 9 o'clock to the strains of the Mendelssohn Wedding March,

the bride, attended by her maid of honor, Miss Lillie Paty, and bridesmaid, Miss Irmgard Schaefer, descended the staircase to the reception hall and advanced slowly through the drawing room to the canopy where the groom, attended by his best man, Mr. W. T. Schmidt, met his future wife. Rev. Henry H. Parker, pastor of Kawaiahao church, stood beneath the canopy and halted the bride and groom under the floral bell. In the simple, plain service of the church, he made them man and wife, the bride being given away by Hon. W. O. Smith. Following the ceremony the bride's veil was thrown back and she received the nuptial kiss from her husband. The guests were for the most part only the relatives and most intimate friends of the couple, and all had their share in similar congratulations.

The bride wore an exquisite gown of white crepe du chine over white peau de sole, with beaded passementerie and real lace for the trimmings. She wore a tulle veil tied with a bunch of lilies of the valley. She also carried a beautiful bouquet of white carnations and roses. The maid of honor wore white organdie over green silk and carried a bouquet of pink carnations and marguerites. The bridesmaid wore white pina over pink silk. Her bouquet was composed of pink carnations and roses.

The bride's bouquet was thrown by the newly wedded bride and was deftly caught by Miss Agnes Walker, who was heartily congratulated. Following the congratulations refreshments of ice cream and wedding cake were served.

The presents were displayed in a small room adjoining the dining room and consisted mostly of beautiful cut glass pieces, solid gold and silver table ware, teak wood pieces, Venetian glassware, choice bits of painting and embroidery work.

The groom is connected with the firm of W. C. Peacock & Co., and the bride is an island girl and well liked in social circles. Upon their return to Honolulu Mr. and Mrs. Weight will reside on Nuuanu avenue.

SHE RECOMMENDS CHAMBERLAIN'S COUGH REMEDY.

"I have used Chamberlain's Cough Remedy for a number of years and have no hesitancy in saying that it is the best remedy for coughs, colds and croup I have ever used in my family. I have not words to express my confidence in this remedy—Mrs. J. A. Moore, North Star, Mich., U. S. A. For sale by all druggists and dealers. Benson, Smith & Co., Ltd., agents for Hawaiian Islands.

The United States Coast Survey will probably arrange for the establishment of a time-ball system on the new Hackfeld building.

JAP DOCTOR AS EXAMINER

The regular weekly meeting of the Board of Health was held yesterday, the following members being in attendance: President Sloggett, Drs. Moore and Cooper and Messrs. E. P. Dole, E. A. Mott-Smith and Fred Smith, Secretary Charlock and Executive Officer Pratt were also present.

Mrs. Harriet Castle Coleman appeared before the board in reference to the examination of school children by a lady physician appointed and paid by the Kindergarten Association. Mrs. Coleman stated that it was the intention of the physician to make an examination of girls, as is required now of the government physician, and Dr. Mary Brown was suggested for the place. The work is somewhat in the nature of an experiment and it was intended to start it as soon as possible, as the one physician was to make a tour of the entire island group. Dr. Moore stated that the law provided for the examination of all school children within six weeks after the opening of the school year, and it would be impossible for one physician to complete the work in that time. Dr. Sloggett stated that the examination could not be made at this time in any event, as all pupils had already been examined by the government physicians and the board was powerless to enforce more than one such an examination in one year. The matter was finally postponed for two weeks, when Mrs. Coleman will again appear before the board.

JAPANESE DOCTORS.

In regard to the protest made at the last meeting relative to the admission of Japanese physicians to practice by the Board of Medical Examiners, Dr. Moore reported as follows:

"I am of the opinion that the Board of Medical Examiners is using its best efforts to prevent the admission of unqualified men to practice medicine in this Territory. I also believe that they are seriously crippled in certain cases in having to employ an interpreter."

It was suggested that it would perhaps be wise to add a Japanese physician to the Board of Examiners to overcome this difficulty as to an interpreter, but no final action was taken in the matter.

THE PIG PROBLEM.

A letter was read from Dr. A. Jap, making a protest against the order of City Sanitary Officer Tracy, compelling him to remove his pig pens from his present location in Pauoa. He stated that his place was sanitary, and that

Jewel Stoves

Jewel Stoves are made from the highest grade of iron, selected and chemically tested before melted.

Test bars of each day's melt are made to insure uniform strength of casting, and a most rigid inspection of work insures perfectly smooth and properly made castings.

No stoves are sent out from the factory until they are thoroughly fire tested.

We are not in business for a day, but to build up what will be a continuous business for ages to come; therefore we cannot afford to sell any stoves, bearing our name, which will not last for a great many years, and work as stoves should.

In our house furnishing goods department you will see samples of thirty-five different Jewel stoves and ranges, from the little four-hole wood cook stove, up to the large hotel range.

They are all made from the same material, and are constructed under the very latest principles of economy, durability and beauty.

We can show you hundreds of testimonials from customers.

If you require a range or stove, with hot water coil, to be connected to your boiler, we have competent help, and can do satisfactory work, under a very nominal charge.

Do not wait until your old stove is completely worn out and worthless.

We may be able to save you a few dollars by taking it off your hands now, and supplying you in place with one of our celebrated Jewel stoves.

If you feel that you cannot afford to pay cash, we will make the terms very easy for you.

Call on us and be convinced.

We deliver our goods to all parts of the city and suburbs.

Deliveries to Manoa Valley, Moanalua and Diamond Head are made every other day.

W. W. Dimond & Co.

LIMITED,

53-55-57 King Street, Honolulu.

Wm. G. Irwin & Co.,

LIMITED,

Fire and Marine Insurance Ag'ts.

AGENTS FOR THE

Royal Insurance Company of Liverpool, Alliance Assurance Company of London, Alliance, Marine and General Assurance Co., Ltd., of London, Scottish Union National Insurance Company of Edinburgh, Willelma of Madgeburg General Insurance Company, Associated Assurance Co., Ltd., of Munich and Berlin.

Growing in Favor

The sale of Primo is constantly increasing. Family trade is increasing also. As a table beverage

PRIMO LAGER

is recognized as being absolutely the best.

Brewery Telephone Main 341.

Extension Dining Tables

We are safe in saying that a more beautiful line of dining room furniture was never seen in Honolulu. They consist of round and square tables of rich quarter-sawn golden oak, the round tables measuring five feet across.

WILTON, AXMINSTER AND SMYRNA RUGS

An entirely new stock of gorgeous designs just opened and will sell rapidly. Come and get yours before the prettiest ones are selected.

J. HOPP & Co.

Leading Furniture Dealers.

CORNER KING AND BETHEL STS.